

Marie Tempest Prefers Christine Hats

Miss Marie Tempest wore a most charming hat last evening at the Belasco Theater in her production of "Mary Goes First." She purchased this hat and several others, from Mme. Christine at the recent style show at Rauscher's. A number of Washington's prominent society women also selected hats at the same booth.

The balance of Mme. Christine's magnificent display of millinery is now being offered at greatly reduced prices at her shop.

\$5, \$7.50, \$10 and up

Also some stunning dresses of blue serge combined with satin, ranging in price from

\$15.00 to \$25.00

Velvet Gowns, just arrived from New York.....\$25.00



Miss MARIE TEMPEST

Miss Marie Tempest, the great English actress, who plays Mary in Washington, attended the style show on Oct 38. "I passed a visit to Christine's" had still, where she picked out, several very beautiful hats, one of which she wore in "Mary Goes First" she will also wear some from the same firm. Next week in New York City she will play "Mary Goes First" again.



CHRISTINE, 805-807 Eleventh Street N. W.

PERFECT SCORE MADE ON FIRESTONE TIRES

Earl Cooper Covers Fifty Miles in Less Than as Many Minutes Without Trouble.

Earl Cooper has been enthroned high in the esteem of Fresno race fans since October 3. When the Fresno Agricultural Association announced that Cooper would drive in the track meet, motorists gathered from miles around to have a look at this daring driver in action.

The one-mile dirt track did not offer ideal conditions for speedy driving, but as his car flew around the turns, throwing sand into the faces of onlookers, the

air was rent with shouts of admiration for his perfect control.

Cooper, in his Stutz, won the fifty-mile event in 47 minutes 2-5 seconds without a stop, breaking the track record.

Cooper was the only contestant to finish with a perfect score on tires. His Firestones causing him no trouble whatever.

Long Run on High Gear. J. F. Galloway, of Columbus, recently established an unusual record by driving from Toledo to his home city in a Studebaker "Four," without a shift in gears, after once getting under way. The performance was successful, despite several bad hills and a considerable stretch of mud, all of which the car pulled without trouble on "high."

George T. Howard, manager of the Goodyear Tire and Rubber Company's branch, is in Akron, Ohio, attending a convention of Goodyear branch managers.

SALESMEN MEET AT RUBBER CITY

Conference of Goodyear Tire Company Shows "Get-Together" Spirit.

INSPECT BIG FACTORY

Officials Are Well Satisfied by Record of 1914, and Look for Greater "Crop" in 1915.

Just at the time when the factory records show that the company has made and sold 4,500,000 automobile tires, a great salesmen's conference of the Goodyear Tire and Rubber Company ended yesterday at Akron, Ohio.

It was by far the largest sales conference ever held at Akron, the Rubber City. Four hundred and fifty branch managers and salesmen came from North, East, South and West—from Maine and California, Louisiana and Michigan and all the States between. The conference was preliminary to the launching of the company's 1915 campaign, and concluded a fiscal year that has witnessed the company's maintenance and strengthening of its claim of being the largest tire company in the world. The year's increase in the number of tires made and sold over 1913 was nearly 35 per cent.

For three days the men from the selling field were the company's guests. They inspected the factory, with its 2,000,000

square feet of floor space, and watched the actual operations by which 7,500 workers turn out the Goodyear product. There were inspirational addresses, a banquet and other entertainment for the evening, and the days were filled with discussions of trade conditions and the campaign of onslaught on general business for the year to come.

Thursday morning the men arrived in Akron by special trains, the time of their leaving their various cities having been so arranged that the entire force arrived in their specials at approximately the same time. A band greeted them and a parade formed to cross the city to the Goodyear factory, where the various sessions were held.

Goodyear officials are well satisfied by the record for 1914, just closing, and predict that 1915 will show another remarkable step forward for Goodyear products.

CADILLAC EIGHT DRAWS CROWDS

Many Curious People Besiege Agencies to View New Style of Car.

INTEREST IS WIDESPREAD

First Allotment for Washington Expected to Arrive Here in Near Future.

Remarkable occurrences are being reported from the cities which are receiving their first allotment of the new eight-cylinder Cadillac cars.

These reports agree in one conclusion, to wit—that never since the advent of the first motor car has there been such an outpouring of people to inspect an automobile.

In Cleveland, more than a thousand inquirers visited the Cadillac show rooms the day the car arrived. Every succeeding day has witnessed an attendance and an intensity of interest unprecedented in that city.

Chicagoans turned out in such numbers that traffic was demoralized in the vicinity of the Cadillac show rooms, and bluecoats finally found it necessary to take charge of the crowds in front of the doors.

Showrooms Are Crowded. In New York similar scenes were enacted, the show rooms being crowded to their capacity for several days in succession. Two days of continuous rain merely reduced the crowd to proportions extraordinary for an automobile sales show.

There is not the slightest doubt that the interest in the eight-cylinder Cadillac is nationwide and that reports from other cities to which the car has been shipped will equal and probably surpass those already received.

Rudolph Jose, of Cook & Stoddard, local agents for the Cadillac, expects the arrival of the first allotment of the "8's" for Washington in the very near future.

R. A. Spillane, of the Hupp Motor Car Company, is spending a few days in Washington and expects to appoint an agent for the Huppmobile before his departure.

HERE'S AN AUTO WITH NINE LIVES

It Takes a Silent Waverley to Pass Through Fire and Still Live.

NO FEAR OF SCRAP HEAP

Former Aristocratic Electric in Indianapolis May Be Seen Running on Streets Same as Ever.

The vicissitudes that beset the lives of perfectly good and upright electric automobiles have never been fully described by poet, novelist or historian. The future of a gasoline car may be predicted with more or less certainty when you know the character of the man who drives it. It is either the smash-up or the second hand junk shop, and it needs no gypsy fortune teller to say the word. Any reasonably good judge of human nature can read the story in the eye of the gas car owner.

But an electric car has so many lives to its credit in the book of fate that even a cat isn't in it by comparison. Here for instance is a picture of a Silent Waverley Electric that ought to be dead and buried in a scrap heap by all good rights, yet it may be seen any day in the week on the streets of Indianapolis patiently bearing the burden of a huge loaf of bread and carrying a message to Garcia from one of the sanitary bake-shops of the city.

In its first estate this car was a beautiful Waverley brougham, elegantly finished and furnished, the property of a highly respected widow who resides in a fashionable quarter of the city. It lived on terms of intimate companionship with two Packards, a Chalmers, and a Pope-Hartford in her commodious garage and was well groomed and cared for by a garage man.

There was too much gasoline in the building for safety and one day the whole garage and its contents went up in smoke. The Packards and Chalmers and Pope-Hartford gave up the ghost without a murmur and went forthwith to the scrap-heap; but when the wreckage was removed from the Waverley, there it stood, disfigured but still in the ring. The fire had consumed the coach body and melted the aluminum battery box covers, but the batteries themselves, the frame, and the chassis were practically unharmed. An inquisitive bystander moved the controller a notch and off it started with as much life and vigor as ever it had.

If the Waverley had been a family horse it would have been pensioned and sent to pasture for the rest of its natural life; but being only an indestructible thing of steel and lead and copper wire it must go plodding through the streets bearing aloft a banner of the Staff of Life as if it hadn't earned the right to a peaceful existence.

If the poor dumb thing had even a horn to express its feelings with, it would honk in protest, for there isn't anything very dignified about being wheels to an advertising stunt, even with a group of pretty girls as a part of the procession. The 1915 model Waverley is on display in the show rooms of the Pollock Car Corporation in Washington at 1315 Connecticut avenue.

Called a "Dreamy Automobile."

A Western dealer contributed a new adjective to automobile advertising when, in waxing enthusiastically over the Studebaker "Six," he described it in display type as a "Dreamy Automobile."

Now in Charge of Branch.

F. N. Dutton has been called in from Salt Lake City, where he had been at work as a Studebaker traveling auditor, and has been appointed assistant manager of the Los Angeles branch—a post of greatly increased responsibility.

UNUSED REAR AXLE SELLS PAIGE CARS

Curious Experience of One Dealer Who Has Never Yet Replaced that Part.

It is a curious fact that an axle that has never been used—in fact, has never been built into a motor car—should prove to be a great advertisement of the cars for which it is built. This is the story told by C. W. Payne, Paige distributor at Des Moines, Iowa.

"There's a rear axle tucked away in my stockroom that is one of the best salesmen I have," said Mr. Payne. "It has closed more sales of Paige cars and has captured the 'hearts' of more competitors than anything I know of, and it is just a common, everyday Paige axle—but it has a history."

"Several years ago, when I secured the distribution of Paige cars, I bought a

supply of parts from the factory, among which was this new rear axle. Since handling the Paige line I have sold nearly 1,000 cars in my territory, but this original axle is still decorating my stockroom, there never having been an axle replacement in any of the cars I have sold or in the cars that were placed in this section before I took over the Paige line, some of which are now at least four years old."

Whenever a prospective purchaser starts an argument on rear axle construction Mr. Payne leads him gently but firmly into his stockroom and points out to him this axle, giving its history, and has yet to lose a sale to any one who views this exhibit and appreciates the worth of a dependable rear axle.

The Solby Company, located at 1435 Fourteenth street northwest, handles the Paige in Washington.

RACE ON MOTORCYCLES IS GRILLING CONTEST

October 4 the Bay Ridge Motorcycle Club, of Brooklyn, held its annual endurance run. In a grilling race of 215 miles, 20 men, on all makes of machines, struggled to carry off the honors.

Gerard Hillier, on an Excelsior, covered himself with glory by winning the contest in six hours, fifteen minutes. His tires, which were Firestone "Non-Skids," carried him through the entire race without trouble of any kind.

Charles Cross, of the Haverford Cycle Company, who handle the Excelsior in Washington, expects the arrival of the 1915 Excelsiors some time soon.

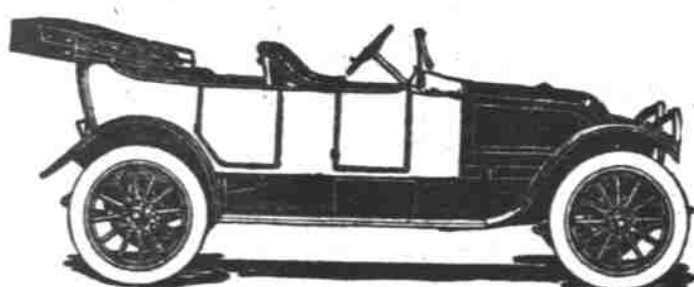
FRANKLIN Six-Thirty

\$2,150

The economical car. Averaged 32.8 miles on a gallon of gasoline in the national contest. The efficient car. Ran 100 miles IN LOW GEAR without a motor stop.

Investigate and find out WHY these records are possible with a Franklin only.

It is a fact that all our owners are averaging over 8,000 MILES on a set of tires. WHY?



Another carload just received.

David S. Hendrick Co.

Incorporated

Opp. Stoneleigh Court.

1026 Conn. Ave.

OWNERS OF Mitchell CARS

Are cordially invited to call and inspect our new salesroom. 1915 models now on display.

Crescent Motor Co.
1608 14th St. N. W.

Maxwell "25"

Hold the Road at 50 Miles an Hour.

H. B. Leary, Jr., Agent,
1321-23 14th St. N. W.
Tel. North 4434.

Studebaker

Commercial Auto & Supply Co., 217 14th st.



WE HAVE A FEW SEDAN AND coupe bodies left, which we are offering at specially low prices, also several delivery wagon bodies.

You can have these bodies mounted on your own running gear, or we can mount them on a Ford chassis for you.

It will pay you to get our prices on these bargains.

Increase your chance to share in Ford's profits. If you have bought a Ford since August 1st, help us to sell your friends. Remember, if 300,000 new Fords are sold and delivered before next August, you'll get your share of from \$40 to \$60.

MILLER BROS. Auto and Supply House,
21-23 Pierce St. N. E. 1100-07 14th St. N. W.
Phone Lincoln 4090. Phone North 4165.